

# TONOPAH DAILY BONANZA

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MEMBER ASSOCIATED PRESS MEMBER NEVADA PRESS ASS'N

## W. W. BOOTH, EDITOR AND MANAGER

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### WHITE WEALTH OF NEVADA

THE present snow is the harbinger of a fruitful harvest for the farmers and placer miners. For years Nevada has suffered from an abnormally low precipitation, with the result that outside of the irrigation districts enjoying early priorities there has been a marked shortage in the supply essential for irrigation. The first watering of the fields has been all that the most ardent agriculturist could desire, but when it came to the second watering during the heat of the torrid summer there was a deficiency that carried with it serious losses in the way of diminished crops. The snowfall in Nevada usually comes early in the season, but the past three years have upset all calculations with a snowfall of less than the average. The first storm of the season, which brought so much woe to the southern mining camps, was the best and most welcome visitor seen in the northern and eastern country for many years. The snowfall on the level in most places in Elko, Humboldt and Churchill counties has been about ten inches, while in the mountains, where Nature stores her reserve energy for the irrigationist to fall back on in the latter part of the year, the deposits of snow have been of depths that filled the canyons and drifted back into every draw and depression of the country. Followed by intense cold, these snowdrifts hardened like ice, so they will be preserved long into the summer, with every chance of adding to their precious contents with the succeeding snowfalls. Nye county and Lander county have come in for their share of benefit, so there is not the slightest question in the minds of all that the coming season will be one of the most prosperous known to the state. While the severe weather has interfered in a measure with the hauling of supplies and transportation, the introduction of caterpillar tractors reduces this loss to a minimum. The caterpillar is almost human in its ability to get along where other means of locomotion fail and the snow does not affect the progress of these giant machines that filled the German belligerents with horror when they saw them advance in formidable array, rolling over every obstacle and surmounting every obstruction that could be thrown in their paths. In Europe these tractors are known as "tanks" from the fact that ingenious engineers have surrounded them with armored bodies to an extent that renders them almost indestructible. They utilize the principle of the web snowshoe in treading space by extending their weight over a large area and packing the snow under their treadmill belting in such a way that they always find it easy to move along dragging in their wake immense trains of loaded wagons. In Alaska the caterpillar has displaced other methods of haulage in the construction of the new government railroad extending from Seward Inlet to the rugged environment of the Tanana valley. In that region the caterpillars simply traverse the surface, regardless of all irregularities, and haul from five to six immense sleds loaded with timber and steel to be delivered at advanced stations on the railroad survey where the grading remains to be done before the iron horse can snort defiance to the elements.

The present snowfall means that Nevada will add millions to its income in the harvest of 1917, as reports agree that never before has there been such an acreage planted to winter wheat or so many acres prepared for the planting of potatoes and sugar beets. Last year the sugar crop was limited to a few acres, cultivated in an experimental way for feeding purposes, but this year Nevada will harvest beets from an area estimated in excess of 4000 acres, which should bring to the farmers over half a million dollars in cash. Then all hail to the crisp, crinkly, white surface of glistening moisture that is the forerunner of wealth and prosperity.

### DEFERRED COPPER BOOM

AFTER a lapse of ten years the western copper country is claiming the notice of investors to an extent that was not dreamed of in the boom days of 1906 and 1907, when 12,000 people rushed into Rawhide with the allurements of high grade gold dazzling their senses and intoxicating their brains. That the results were not up to expectations is admitted, but the concrete fact remains today that where the yellow metal failed to hold out promise to the pioneers of Mineral county, another metal exists in quantities of grades unsurpassed in the annals of geology. While the first adventurers rushed in expecting to find gold in unlimited quantities they were so eager in their quest after the world's standard metal that they failed to observe the green copper, as stains abounding on every side indicating the presence of the red metal that of late years has set the mining world crazy with the creation of fortunes of megatherium proportions that simply stupefy the intellect. Mineral county was cut out of the side of Esmeralda county at a period when the latter was revelling in such bonanza wealth that it calmly relinquished its right to the entire northern end of a principality that now pledges to return ten fold the amount taken from the golden acres of the southern end in the world famous Goldfield area. Copper has the call in the world's financial centers and there is no shortage of capital for developing this metal, so necessary to the reconstruction of the industries of Europe. The boom spirit has vanished, but the undertone of excitement radiating from Mina and Luning all portend one of the greatest awakenings in history. Rumors of new smelters, leaching and flotation plants combined with the reopening of the Thompson smelter, over the Mineral county line in Lyon county, carry on their elusive wings something more substantial than the airy figments of an ephemeral boom. The metal is found in Mineral county and every day witnesses transactions filed in the musty records of Hawthorne that are swelling into vast volume. Mineral county was accouched in the throes of the panic of 1907, when the southern country was partially paralyzed from the operations of rascally bankers and irresponsible wildcaters, but the men whose faith brought forth this political factor still live to see the day when their fondest dreams of mineral wealth for which the county was baptised will be crystallized into tonnage and counted in dollars and cents.

### BUILDING ROADS IN NEVADA

TWO government experts in road building are on their way to this state with the object of noting conditions and studying road building problems that call for special engineering advice before government funds are expended in helping the movement. The government is displaying keener interest in the question of

road building, since it enters into the preparedness program of the administration, which realizes the time has come to pay something more than superficial attention to this matter, which has been of primary importance in the war zone. The war department has come to the point where its directing minds take a broader view of the question of transportation with the idea of arranging for the quick movement of troops and ordnance from one part of the interior to another point whenever the exigencies of war demand sudden changes in mobilizing. Railroads are all right in their way, but in times of war it is necessary to have feeders to carry supplies from the interior to the nearest shipping point, and these arteries of commerce can only be furnished with government aid. With hundred-ton guns forming part of the army, such equipment would be valueless unless means were provided for easy movement and to secure this movement congress has expressed its willingness to devote millions for the betterment of internal highways. Nevada should come in for its share of permanent construction and the motto of the legislature should be that none but permanent and enduring roads should receive any support from the people's funds.

In carrying out these plans the legislature about to meet should give the subject most earnest consideration. Nevada must have better roads and the bond issue sanctioned at the last election should be employed for building them. Vehicles are increasing in weight and speed. Where roads were required ten years ago to carry farm wagons they are now required to support automobile trucks and enormous tractors. The amount of traffic is increasing enormously. Roads will have to be wider and have a sound foundation, but the cost of construction in this country should not be nearly as expensive as in the prairie states, since Nevada is favored with an abundance of the best materials close at hand. The watchword of the road builders should be economy and efficiency.

## KAISER TROOPS GAIN STEADILY

(By Associated Press.)

The invasion of Rumania by the troops of the central powers continues to progress, despite the efforts of the Russians and Rumanians to hold them back. Berlin reports that the invaders moving eastward into Moldavia from the Transylvanian Alps region are gaining ground step by step, while the force of Field Marshal von Mackensen, driving northward in Moldavia, has won additional ground, reaching the Putna river sector. In this fighting the Teutonic allies, according to Berlin, have taken 5499 prisoners and captured three guns and ten machine guns.

Petrograd admits that the Russians along the line of the Putna and Sereth rivers have fallen back, but says the maneuver was carried out without hindrance. A slight retreat on the Kassina river by the Russians also is recorded by Petrograd, but it is recorded that south of the Oltuz river and near Rekoza, on the Suchitza, attacks by the troops of the central powers were repulsed.

There is still vigorous fighting going on in northern Russia, in the region of Riga. Berlin reports the repulse of Russian attacks on both sides of the River Aa and between Friedrichstadt and the Mitau-Ohai road. The Russians have, however, recaptured an island in the Dvina river, north of Iloukst, which was taken from them recently. Petrograd reports also the repulse of German attacks south of Lake Babit, west of Riga.

In the other theaters, according to the various official communications, minor engagements by raiding and patrol parties continue to prevail.

Greece has been given 48 hours by the entente allies in which to comply with their demands for the withdrawal of all Greek troops in Thessaly, reduction in the number of Greek forces elsewhere, the release of political prisoners and an apology by Greece to the allied nations and their flags.

## IMPORTANT NOTICE TO SECRETARIES!

Your attention is called to the following extract from the Nevada Statutes: Chapter CVIII, Nevada Statutes, 1901: Amended Statute, 1913, Chapter 194: Section 1. All foreign corporations doing business in the State of Nevada shall, not later than the month of March in each year, beginning in the year 1914, publish a statement of their last year's business in some newspaper published in the State of Nevada. If published in a daily newspaper, such statement shall be published for a period of one week, or if published in a semi-weekly or tri-weekly newspaper, for a period of two weeks; or if published in a weekly newspaper for a period of four weeks.

The penalty for not complying with the above law is a fine of \$100 for each month that the published statement remains unfiled with the several assessors of the state.

Kindly fill out the attached blank and mail to the "TONOPAH BONANZA PRINTING COMPANY, Tonopah, Nevada." We make a nominal charge of \$10.00 for publication, which includes the filing of a sworn affidavit of publication with each of the assessors of the sixteen counties of the state.

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### ANNUAL STATEMENT

OF THE

Company

for the year ending December 31, 1916.

Location of mine Mining District

County of State of Nevada

#### DEBIT

December 31, 1915, to cash on hand \$

To assessments collected during 1916 \$

To amount received from other sources \$

#### CREDIT

Mine expense in year 1916 \$

General expense in year 1916 \$

Paid dividends in year 1916 \$

Balance on hand December 31, 1916 \$

Secretary.

(Sign name very plainly)

Address

Fill out and return this form with a remittance of \$9.00 and all details as required by law will be attended to.

## Tonopah Daily Bonanza

Make all checks payable to the Tonopah Bonanza Printing Company, Tonopah, Nevada.

A side issue of more than usual interest in the Vanderbilt Cup Race, Santa Monica, Cal., Nov. 16th, was the battle of The Tires. Both Goodrich and Goodyear were out to win, and much emphasis was placed upon the standing of the contestants in the championship table. White Aitken in the early stages of the race was leading, it looked very much as if Goodyear would score; but Resta, who was the backbone of the Goodrich offense, soon made his presence felt, and when he assumed the lead there was much animation apparent in the Goodrich camp. Later, when it developed that the four leading cars were equipped with Goodrich Tires, telegrams were flashed to every section of the country announcing the victory, which again places the Goodrich in the van for 1916 championship honor. Every car that finished carried Bosch equipment, the majority of them having Bosch spark plugs in addition to magnitos of the same make.

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R. J. HIGHLAND, Gen. Agt.

Goldfield, Nev.

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